GRUMMAN plane news

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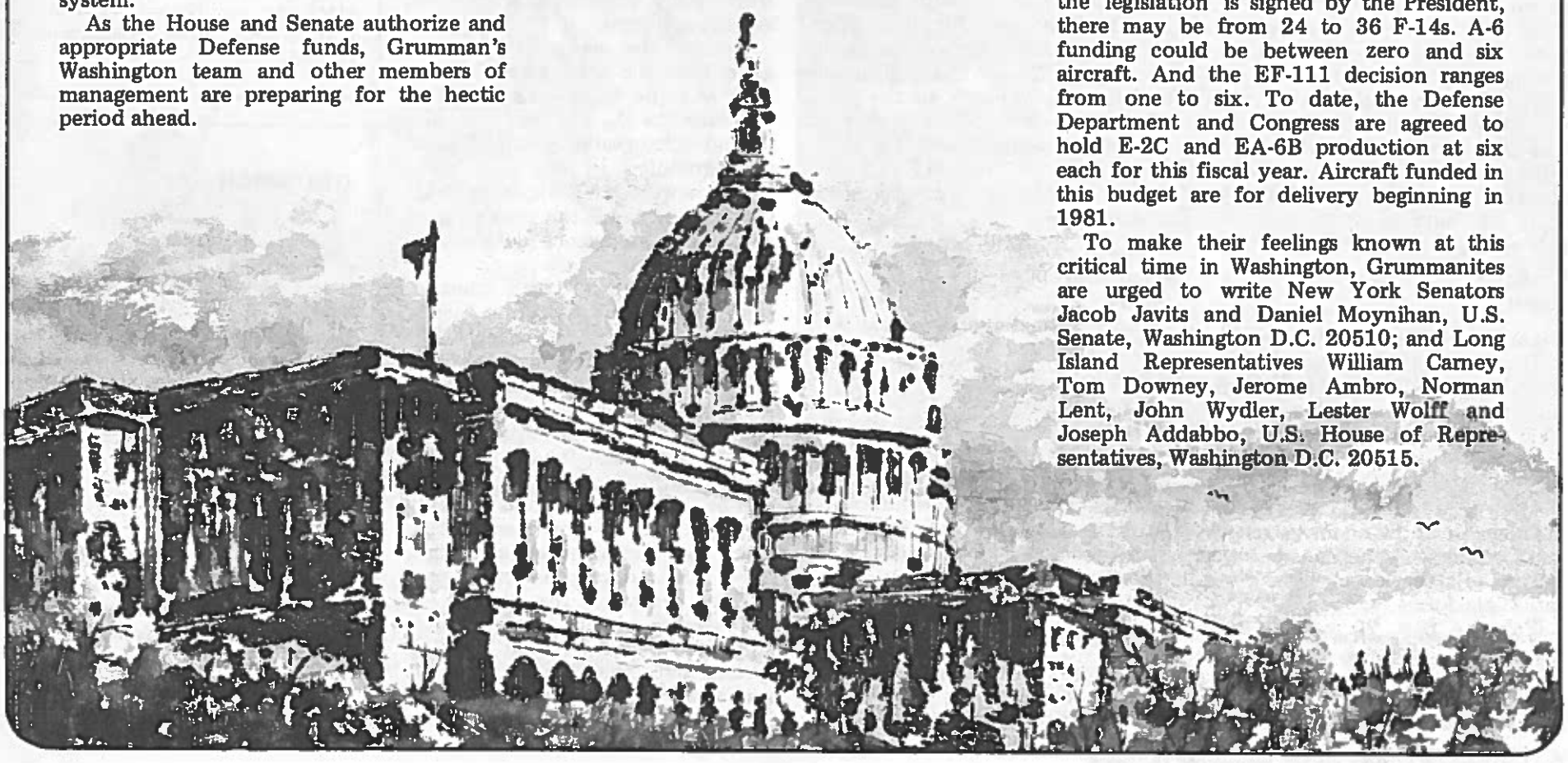
Congress returns from summer recess, debates production rate of EF-111, F-14 Tomcat, A-6 Intruder

Returning from its summer recess last week, the 96th Congress is now considering fiscal 1980 budget legislation which includes the F-14 Tomcat, A-6E Intruder, EA-6B Prowler, E-2C Hawkeye and the Air Force's new EF-111A tactical jamming system.

As the House and Senate authorize and appropriate Defense funds, Grumman's Washington team and other members of management are preparing for the hectic period ahead.

"We're optimistic but predicting the final outcome of Congressional action is like weather forecasting," says Gordon Ochenrider, Grumman Aerospace's senior vice president in Washington.



Although he and others are confident, Ochenrider notes that there are wide gaps in the number of Grumman aircraft on the separate lists of the House, the Senate and the Department of Defense.

When final compromises are reached and the legislation is signed by the President, there may be from 24 to 36 F-14s. A-6 funding could be between zero and six aircraft. And the EF-111 decision ranges from one to six. To date, the Defense Department and Congress are agreed to hold E-2C and EA-6B production at six each for this fiscal year. Aircraft funded in this budget are for delivery beginning in 1981.

To make their feelings known at this critical time in Washington, Grummanites are urged to write New York Senators Jacob Javits and Daniel Moynihan, U.S. Senate, Washington D.C. 20510; and Long Island Representatives William Carney, Tom Downey, Jerome Ambro, Norman Lent, John Wydler, Lester Wolff and Joseph Addabbo, U.S. House of Representatives, Washington D.C. 20515.

More Mohawks for '80s, Stuart would benefit

Conversion of older Mohawks to updated configurations could continue in Stuart, Florida, into the mid-1980s if the U.S. Army gets its way.

The Army has included the conversion of 18 OV-1B Mohawks to OV-1Ds in its latest five-year defense plan. Present contracts call for OV-1C to OV-1D conversions to be completed by 1981. If these additional plans are approved, Stuart's Mohawk operations will continue through 1985 at the present rate of six a year.

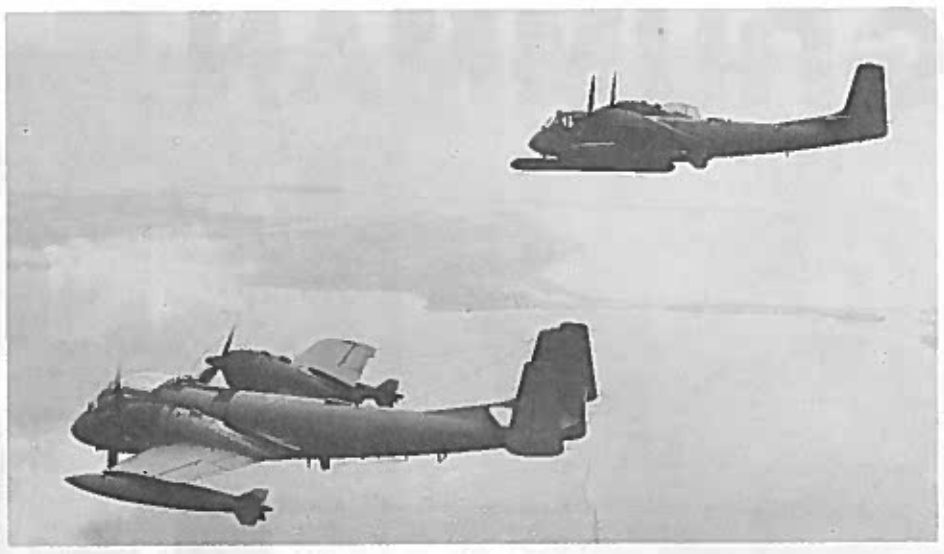
The Grumman-built OV-1s are "a vital part of America's readiness posture," said Maj. Gen. Richard Thompson, commander of the U.S. Army Troop Support and Aviation Materiel Readiness Command. The general made that statement at the Mohawks Users Conference held recently near Stuart. Over 120 representatives from the Army and the manufacturers of the Mohawk and its equipment attended.

Good investment

"The Mohawk aircraft has had a long, proud and useful history," continued General Thompson. "The taxpayer has received more than a fair return on the money invested in the aircraft."

A total of 380 OV-1s have been built by Grumman since the first contract for nine prototypes was awarded in 1958. Today, 225 Mohawks are still in the Army's inventory.

For over 20 years, the Mohawk's photographic and electronic sensors have been supplying field commanders with information on the strength, disposition and activity of enemy forces.



At present, there are no replacements on the drawing boards for this surveillance aircraft. Keeping the air fleet updated with the latest OV-1D configuration is one of the prime reasons for keeping the conversion program alive at Stuart through the next decade.

"The Army is also very concerned about maintaining a 'warm base' operation at Stuart," says Joel DiMaggio, Grumman's Army Marketing representative.

The Army has submitted its new five-year plan for continued OV-1 modifications to the Department of Defense. If the DOD approves, the plans go to Congress for budget approval.

Company matches savings plan 65%

Grumman Corporation recently announced a 65 percent matching contribution to the Employee Investment Plan for the fourth quarter of 1979. The third quarter match was also 65 percent. The company's matching contribution is based upon Grumman's financial performance during the four quarters which preceded the announcement — in this case, the last two quarters of 1978 and the first two quarters of 1979.

Vote note

Grumman Aerospace, in cooperation with the Nassau County League of Women Voters, is conducting a voter registration drive on Wednesday, September 19th.

Representatives from the League will sign up new voters and voters who have changed their address since the last election.

Stations will be set up in the main cafeterias of Bethpage Plants 5 and 35, Melville Plant 40, Great River Plant 43 and Calverton Plant 6. Registration will take place from 11:15 am until 1:15 pm.

Grummanites who have not already registered should do so on the 19th, to be eligible to vote in state, county and local elections on November 6th, and in the 1980 presidential election.

Above the crowd

Army looks down on enemy troops

Military aerial observation began as early as 1794 when the French Republican Army used tethered observation balloons to observe opposing forces.

"I must remark that one can see the movements of infantry, cavalry, and artillery with the naked eye," reported the French colonel in charge of the "aerostat" for his army. "I could count the pieces on the ramparts without any extraneous assistance."

Aerial views

On this side of the Atlantic, captive balloons were used extensively by the Union Army during the Civil War. And Teddy Roosevelt's Roughriders used intelligence gathered from hot air balloons during the Spanish American War.

The need of army field commanders to know enemy strengths and positions is the constant that drives the evolution of aerial observation platforms.

For the past 20 years, Grumman's OV-1 Mohawk has been the U.S. Army's sentry in the sky.

Although the external appearance has varied only slightly, the Mohawk's air surveillance capabilities have been greatly expanded over the past two decades. "Starting with a solid airframe, the Grumman 'Iron Works' has continually updated the Mohawk to the point where the aircraft today is good enough to carry almost twice the weight of the first OV-1s," says Tom Doyle, Mohawk program manager at Stuart.

Designed in the early 1950s as an armed surveillance aircraft for the Marine Corps, the Mohawk was adopted by the Army which in 1957 procured nine prototypes. These originals, known as YAO-1s, were equipped only for photography and visual observation.

During the early 1960s, the OV-1B version joined the Army inventory, equipped with side-looking airborne radar (SLAR). This aircraft searched large areas day or night, in any weather, locating fixed and moving targets.

Beat the heat

The next generation, the OV-1C, was introduced a few years later. It incorporated infra-red (IR) surveillance capable of detecting heat from such objects as campfires, engines and guns.

Today, the early OV-1As are gone from the Army's active inventory and the Bs and Cs are being converted to Ds. This latest version has interchangeable SLAR, IR and photographic systems.

The newest Mohawk, the RV-1D Quick-Look, adds the capability of electronic intelligence data collection.

"The Mohawk is in a constant state of change," says John Lueck, Stuart's engineering manager. "New sensor systems and improved communication and navigation systems are being considered for the future. Right now, a lot of improvements are being made in the area of survivability."

The Mohawk avoids enemy weapons rather than countering them. Its latest paint-scheme is light gray. Infra-red suppressors on each engine minimize the danger of heat-seeking missiles. These features combined with a new seat ejection system make the Mohawk the most survivable aircraft in U.S. Army inventory.

GRUMMAN plane news

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Off we go...EF-111 nears production

Grumman's EF-111A team recently passed several milestones on the way to a July 1981 delivery of the first production aircraft.

One of two prototypes is being tested at Mountain Home Air Force Base, Idaho, and has logged 180 hours during 60 flights. In July, it made the world's first supersonic flight by a support jamming vehicle, exceeding 1.1 mach for over 10 minutes.

"We were scheduled to fly 150 hours, but we passed that point during the second week of August," says program manager Vern Kramer. "We'll probably log close to 300 hours by the end of the flight test phase, which is excellent from the standpoint of tracking maintainability and reliability."

"The aircraft is flying extremely well," says Major Thomas Heyde, commander of Detachment Three, Tactical Air Warfare Center, Tactical Air Command. "We've noted definite improvements in systems operations since the previous testing cycle last year."

The EF-111A is an electronic warfare aircraft designed to counter the latest in enemy electronic defenses. It incorporates the ALQ-99, the nation's most advanced tactical jamming system. Under present contracts to the Air Force, Grumman is converting six F-111A aircraft into the EF-111A configuration; a total of 42 are planned.

During the initial test and evaluation stages, maintenance work on the aircraft was done by Grumman personnel. However, an Air Force maintenance crew completed formal training earlier this year and has been handling all maintenance work since April.

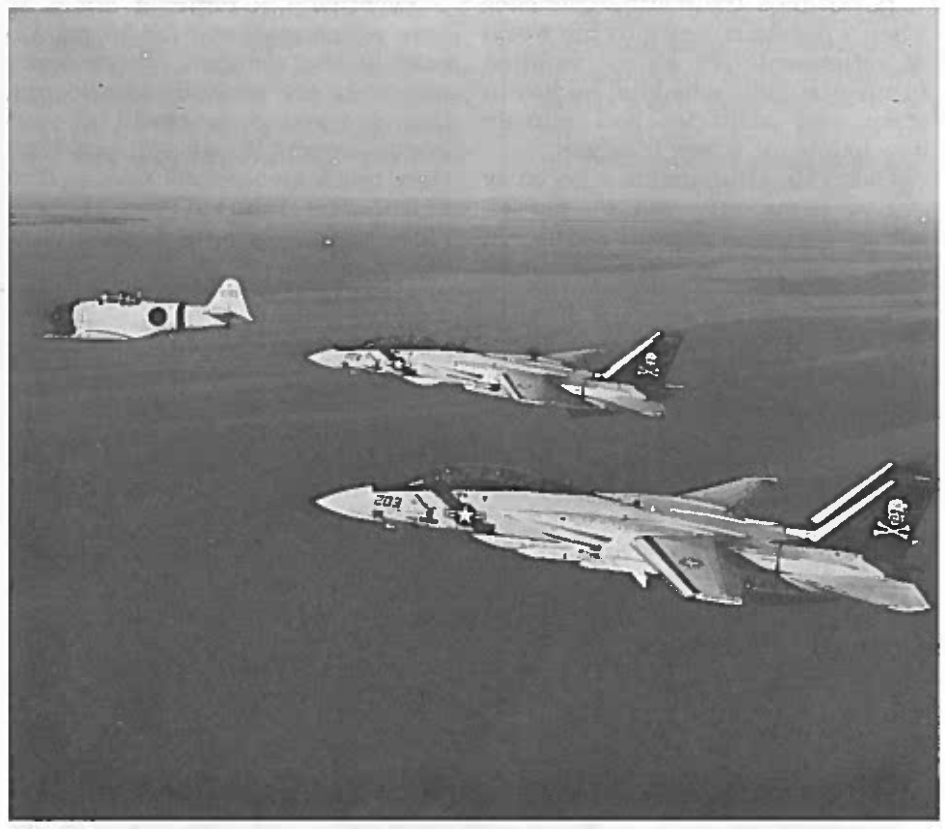
Back at Grumman's facilities on Long Island, the EF-111A team received tentative approval of its management system after a two-week review by Air Force personnel. The 17-member group toured all areas where work on the EF-111 will be done, and recommended approval pending the resolution of three items on its checklist; final approval is anticipated within 90 days.

"Basically, we had to show them precisely how we will meet our production goals," says Kramer, "our methods for organization and work breakdown, training, scheduling and performance measurement. The management system Grumman uses is a tight, disciplined one, emanating from the Apollo program. It enables the customer to evaluate our progress — in terms of dollars — at all organizational levels."

Air Force OK. *During a two-week management system review, Air Force personnel toured Grumman's Long Island facilities. Above, Captain William Myers (L) and Col. Thomas Sears (C) discuss engines with Plant 6 manager Al Johnson (R). Also in attendance were EF-111A team members John Hormann and Bill Collins; Stan Cutler of Air Force Systems Command, and Plant 7 manager Jim Peters. (Photo by Gerry Costello)*

The EF-111A will be a versatile addition to the Air Force inventory, as its combination of speed and range gives it a variety of mission capabilities. As a standoff jammer, it can loiter miles from enemy territory for extended periods. As an escort, the supersonic swing-wing aircraft can accompany strike forces to targets deep in enemy territory while providing blanket radar jamming coverage. In addition, it can support bomber strikes along battlefield front lines.

Summer session. *About 40 people, representatives from approximately 20 companies and universities, came to Grumman recently for a three-day computer graphics seminar of the American Institute of Aeronautics and Astronautics (AIAA). Among the key speakers were Vice President-Engineering Tom Kelly, and Paul Wiedenhaefer, director of Grumman Engineering Manufacturing Systems (GEMS). (Photo by Fred Annette)*



Zeroing in. *Two Tomcats from VF-84, U.S.S. Nimitz, engage a Japanese Zero near Pearl Harbor, Dec. 6, 1941. The scene is from the movie "The Final Countdown" now being filmed for release next year. The plot: the Nimitz goes into a time warp and ends up in the opening days of WWII. Grumman's motion picture crew served as technical advisors for the film which stars Kirk Douglas, Martin Sheen and Katharine Ross.*

Without a badge

Grummanites look ahead to retirement; seminars help

Nearing retirement. *Charlie and Wilma Hubbard are looking forward to retiring in Pennsylvania next year. He cites living on a fixed income on Long Island while inflation soars as the prime reason for moving.*

When Joe and Mary retired a few years ago, they wanted to be close to their daughter in Colorado. They sold their home on Long Island and bought an A-frame in the Rocky Mountains. Everything was going fine until their son-in-law was transferred to the West Coast. His company paid for the relocation, while Joe and Mary couldn't afford to make the move.

When Jim reached age 65, he panicked. Afraid of the rising costs of living in the North, he bought a Florida home from developers advertising locally — sight unseen. His new home was located in a poorly developed housing complex. Now he can't sell, and he can't afford to move back North.

Plan for future

Plan ahead. That's what many Grummanites recommend to their family and friends. But many times, as in these examples, they don't follow their own advice.

It can be a traumatic experience when a person enters into the world of retirement. No longer required to meet a daily schedule, he has to grasp new attitudes and nurture new habits for a new lifestyle.

Over 75 Grummanites recently started planning ahead by participating in a company-sponsored pre-retirement planning program. On a random basis, people aged 55 to 64 were invited to attend the seminars with their spouses.

Some people turned down the invitation. "They didn't want fellow workers to know that they were planning to retire," says Dan Knowles, director of Personnel. "Others thought the company was singling them out for early retirement." That was not the case.

Be prepared

"We designed this program as an extension to the benefit package," says Knowles. "Studies have shown that too many people are not prepared — financially or emotionally — for retirement. We set up this pilot program to help Grummanites better prepare for the future," he continues, pointing out that today approximately 69 percent of the Grumman workforce is age 40 or older, and 28 percent is in the 55 to 65 range.

Eventually, Grumman hopes to have all employees over 50 participate in the seminars where many questions are carefully considered. How are you going to fill up your leisure hours? Where will you live? How much income will you need to pursue the lifestyle you choose? What about a second career. . .new hobbies. . .travel?

New stresses lie ahead for many retirees. "People may become depressed, disturbed and troubled by the change in the rhythm of their life," Dr. Robert Butler, director of the National Institute on Aging said in a recent issue of *U.S. News and World Report*. "Many no longer have a daily schedule to meet and have to make adjustments.

"If people have a rich life, with a variety of activities to turn to, they can adapt very well to retirement. Those people who have a very thin portfolio of activities, or whose career has been all-consuming, may not do very well. They may have serious problems with depression," said Butler.

One of the biggest decisions confronting new retirees (called "rookies" by members of the Grumman Retiree Club) is where to live. Participants of the pre-retirement planning program found themselves looking hard at whether they wanted to continue living on Long Island or move elsewhere.

Donald Broggini who sees his retirement date at least 12 years away is electing to live on Long Island, while Charlie Hubbard is looking into a new home in Pennsylvania. Rising cost of living and family ties played a big part in those decisions.

"Long Island is extremely costly," says Hubbard, who's planning on retiring next year. "Living on fixed income, it would be unrealistic to remain here."

The latest U.S. Department of Labor estimates of what it costs annually for a retired couple to maintain a moderately comfortable lifestyle lists New York as the second most expensive area in the U.S. Boston is first.

Broggini, one of the younger participants in the planning seminars, is aiming at staying on the Island. "Of course, the cost of living might drive us off the Island. We haven't totally ruled out moving. We'll see what the next 10 years hold."

According to Joe Riccobono, treasurer of the Grumman Retiree Club, there has been an increase in the number of people leaving the local area in the last two or three years. "Of the 3,600 people in the club, we have about 750 people living in Florida, and 350 members residing in other states or countries."

Retired for 14 years, Riccobono

To the good life. *Grumman Retiree Club members recently gathered at McKay Field for their annual picnic. Today, over 3,500 Grummanites are club members. In addition to the Long Island club, there are four other chapters: Treasure Coast, (Fla.) Midwest Fla., Suncoast Fla., and Savannah, Ga. If you are interested in finding out more information on the Retiree Club, contact Ellen Drasser, (516) 575-2133 or write to: GAA, Grumman Aerospace Corp., Bethpage, N.Y. 11714. (Photo by Marie Trimborn)*

and his wife continue to live in Massapequa. "We were lucky our mortgage was already paid off. Some people who bought homes later in life are having a hard time making ends meet."

After vacationing for several years in North Carolina, Frank Rubie decided to retire in that state's southwest border. Property taxes (over $3,000 compared to $248 in N.C.) and rising cost of living helped make up his mind to head south.

"We still have the four seasons," says Rubie. "But our spring and fall are much longer than in New York. To heat our new house in the middle of winter costs $85 tops."

Southern hospitality

Though a bit hesitant about leaving friends behind on Long Island, the Rubies have found southern hospitality to their liking. "In a short time, we were involved in community activities through our local church. My wife recently bought a loom to weave, while I'm kept busy around the house and with my woodworking."

Living on a fixed income in a world of rapidly rising inflation concerns both pre-retirement planner and present retiree.

For instance, the most a worker retiring right now at age 65 can expect from Social Security is $553 a month. A spouse's full benefits amount to about half that total for a combined maximum of $830. These amounts of course, will rise for people retiring in future years.

Keeping pace

One big plus is that Social Security payments climb with inflation. If the cost of living rises from one year to the next by six percent, benefits automatically increase by roughly the same amount.

As for the Grumman Pension, it rises too. Annually, the cost of living is computed and the monthly payments can be increased a maximum of three percent per year.

Aside from these two sources of income for retirees, there continues to be a keen interest in ways to hedge inflation. To supplement these two incomes, many suggest the Grumman Investment Plan. Others look to municipal bonds or savings bonds as means to build a nest egg.

Another way is the sale of the home. Recent home values in most places have risen faster than the inflation rate, giving many families hefty profits when it comes time to sell. A new tax provision also allows people aged 55 and older to exclude from taxable income a maximum of $100,000 profit from home sales.

> **"Too many people are not prepared — financially or emotionally — for retirement."**

Better tabs

Keeping better household records before retirement is recommended both at the seminars and by many retirees. Says one, "They say it is cheaper to live in retirement than while you're working. Sure you don't need two cars or new suits as often, but you still pay the same price for a quart of milk."

Though Donald Broggini considers record keeping of household expenses a pain in the neck, the reasoning behind it is simple. "Keeping tabs on how much we spend annually for maintaining our household will give us a good idea on how much it will cost to retire here on Long Island."

Another big adjustment a retired couple has to make is living with each other 24 hours a day. Some retirees call the first months of retirement the "honey do" stage. "It's 'honey do this, honey do that,' " reflects a recent retiree. "It's a period you go through learning how your spouse has spent her days while you've been at Grumman, and how you're going to fit into your new life together."

'Starting all over'

Adjustments could be as rudimentary as sharing household chores, splitting cooking duty, or joining a wife's volunteer group at the hospital. "We found ourselves sort of starting all over again in our marriage," states another Grumman retiree. "No longer did we say 'but we have the kids to consider.' We had each other to consider."

A few couples never make the transition. For instance, one woman, a few years younger than her husband was busy building her career. Her husband spent his days home alone. Their roles were reversed; neither wanted to change. They divorced after 45 years of marriage.

But the majority of retirees have found their new lifestyle a rewarding experience.

For instance, when aerospace engineer Buster Wallace retired in 1973, he built a replica of the Benjamin Franklin kite. The Philadelphia Library asked him to fly it, and news exposure spurred interest in Buster's handiwork.

He began to research early American wooden toys, made them in quantity, and used them in his act with the Franklin kite. He's now a versatile performer. He has appeared before audiences ranging in size from 50 to over 600 people, ages 5 to 95, as a clown, a Scotsman, an old craftsman and Santa Claus.

Now he's writing a book, "Grandpa's Workshop — Old Wooden Toys for All ages."

Ask any member of the Grumman Retiree Club and they'll tell you that retirement can be either a hollow and frightening experience or an enjoyable and fulfilling time of life. It's up to the individual, and how you plan for the future.

Off in the future. *Donald and Catherine Broggini found the company-sponsored pre-retirement planning seminars a big help in preparing for the future, even though he won't retire for at least another 12 years.*

Write or call

The number of breaks that retirees living on a fixed income can receive is rapidly growing.

"Circuit breaker" laws limiting the property tax burden that senior citizens must bear are now available in many states. But a retiree must claim exemptions.

In many areas, public transportation fares are reduced for riders who show Medicare cards; some legal aid societies give legal assistance at little or no cost in such matters as determining eligibility for government programs.

To get information on organizations for retirees write for a free booklet, "To Find The Way," from: Publications, Administration on Aging, Department of Health, Education and Welfare, Washington D.C. 20201.

The Social Security Administration also offers free material on such subjects as "Your Social Security," and "Estimating Your Social Security Retirement Check." To find the address of your nearest office, look in the phone directory under Social Security Administration or ask at your post office. A few local offices are: Mineola, 747-5470; Huntington Station, 421-3403; Babylon, 661-8400; Patchogue, 475-6410; and Flushing, (212) 990-1234.

If you have any questions about the Grumman Pension Program, contact Joe Placenza, Ext. 6282.

Personals

We would like to thank our friends, co-workers, and Employee Services for their kindness and thoughtfulness during our recent loss. Willie Pierce and the Bevington Family.

My family and I wish to thank our many friends and co-workers at Grumman for their kind expressions of sympathy during our recent loss. William Wuertele

I wish to thank all my friends and co-workers for their many cards, telephone calls, flowers and visits during my recent illness. It made my long stay at home brighter and my recuperation easier. Thanks so much. Lillian Wilson

The family of Robert Watson would like to thank his many friends and acquaintances for their kindness in their time of sorrow. It was gratefully appreciated. The Watson Family

The family of John McGill would like to extend our gratitude to all Grumman employees who shared in our loss. The McGill Family

My family and I wish to express our deep appreciation to all our friends and to Employee Services for their thoughtfulness during our recent loss. Florence Iannelli and Family

The Woelfel family wishes to express our deep appreciation to Employee Services and my co-workers for their kindness during the recent loss of my sister. Walter Woelfel

On behalf of my family and myself, I wish to thank our many friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my father. Mary Horath

My most profound gratitude to all my friends and co-workers for their kindness and thoughtfulness during the recent loss of my dear brother. Rig Sperry

I wish to express my gratitude to all my many friends, Employee Services and co-workers for the thoughtfulness and kindness they have shown during the recent loss of my sister Antoinette DeVito. Joe Fischetti

The family of Joseph D. Gentile wishes to thank his friends at Grumman. Your prayers, your presence and your generosity will always be remembered and appreciated by his wife and children. The Gentile Family

We wish to express our deep gratitude to all of our Mother's friends, co-workers and Employee Services for their kindness and thoughtfulness during our recent loss. The Rouchet Family

My family and I would like to thank all my friends for their thoughtfulness in our time of need, in the passing of my father. Beverly Pagano

Your thoughts, prayers, calls, and visits have reinforced the knowledge that Carol Lee was loved and that she held as special a niche in your lives as in ours. Our sincere thanks. Mr. and Mrs. Peter J. Harrington and Mr. and Mrs. Douglas Fredericks

My family and I wish to thank Employee Services and our friends for their expressions of sympathy during the recent loss of my father, Fred Moskalik. Mary L. Wakulinski

I wish to thank all the people who wished me a speedy recovery after my recent surgery. No one is alone when they have friends such as you. Thank you all and much love. Shirley Hensen

To my friends, thank you for your attention, your concern, and your prayers since my 'trip' to the hospital. Ernst Abrahamsen

My family and I wish to thank my friends and co-workers for their offers and donations of blood and platelets and for their kindness and expressions of sympathy during the illness and death of our beloved son John. William Strumbos

I wish to express my appreciation to my friends and Employee Services for the many cards and flowers I received during my recent illness. Bernice Waterman

Picnics...Picnics

Great River

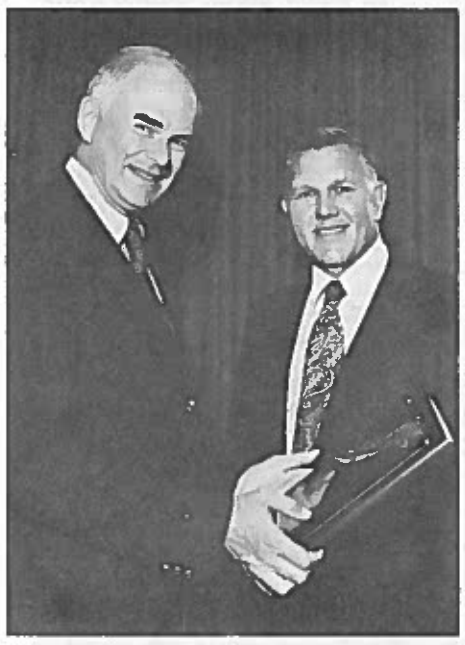
GAA Hobby Show nearing

If you've been working on a woodcut of your spaniel or a tableau of the Civil War done entirely in soap chips, it's time to put on the finishing touches. The 1979 Grumman Hobby Show, sponsored by the Grumman Athletic Association, is only three weeks off.

Entries will be accepted at the Plant 28 auditorium on October 8, 9, and 10 between 12-1 p.m. and between 4-6 p.m. Show hours are 4-6 p.m. on October 11; 12-1 p.m. (awards only) and 4-6 p.m. on October 12; and from 1-4 on October 13 and 14. Pick up entries between 4-6 p.m. on October 14, and from 3:30 to 6 p.m. on October 15.

Categories are: collections — coins, stamps, miscellaneous; crocheting; embroidery/crewel; general; knitting; metal work; models — miscellaneous; model planes — flying, scale; model planes — flying, non-scale; model planes — non-flying, scale; model railroads — rolling stock; model railroads — roadside scenery; needlepoint; sewing/quilting; ship models — kits; ship models — original design; wood carving; woodworking; hooked rugs.

All Grummanites and retirees are invited to enter. For more information, call GAA, Ext. 2133.



Farewell to flats. *Jack Bierwirth, Chairman of Grumman Corporation (left), presented a plaque to Ed Markow, technical manager in New Product Development, who was named Inventor of the Year by the Grumman Patent Committee. Markow holds a patent for a banded, reinforced radial tire which is puncture resistant, and will not run flat when punctured. The invention was judged the best of 27 patents issued to Grumman in 1978. (Photo by Bob Settles)*

calendar

Aikido Club: every Mon. and Wed., 5 p.m., Pl. 35 cafe; for sport and self-defense; L.I. Aikido Federation; GAC employees welcome. B. Bauman, Ext. 2910/M. Stock, Ext. 7186

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 15 conference room C; closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon. 4-5 p.m., Hdq. Bldg.; open meeting. C. Robb, Ext. 117-6526.

American Institute of Aeronautics and Astronautics: Thurs. Sept 20, Antun's, Hicksville, 6 p.m., dinner meeting: "Long Island's Share of the Future Space Market;" guest speaker: Fred Haise; guests welcome. G. Wagnell, Ext. 4586

Coin Club: Sept. 26, Pl. 25 vendor conference rooms, 12:05 p.m. GAC employees welcome. K. Hale, Ext. 3717

Coin Club: (Calverton): every Fri., 1st noon lunch, Pl. 6 conference room; GAC employees welcome. W. Kondratowicz, Ext. 117-6680

Dance Club: every Wed., 5-8 p.m., American Legion Hall, Plainview, Sept. 19: Social at Uncle Sam's, Sept. 26: Rumba; guests welcome. Edith Murway, Ext. 2263/Marv Brown, Ext. 3262

Duplicate Bridge Club: is offering a "Rookie" Bridge Course. Even if you know nothing about bridge, you're welcome to attend. Course begins Thurs. Oct. 4, at 5:30 p.m. For information contact A. Decker, Ext. 8737

Fencing Club: every Tues., after 4:30 p.m., Pl. 30 cafe; beginners and experienced fencers; instruction and competition; GAC employees welcome. P. Chaldaris, Ext. 4331

Folk-Dancers Club: every Tues., folk dancing, every Thurs., hustle and ballroom dancing; some instruction available; lunchtime, receiving area, Pl. 6; all welcome. E. Urciuoli, Ext. 117-6688

Karate Club: every Tues. and Thurs., 5:30-7 p.m., Pl. 35 cafe; black belt instructors, physical and mental development; GAC employees welcome. T. Ortiz, Ext. 4764

Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg., (at Pl. 3 RR crossing); regular meeting; all GAC employees welcome. R. Muntz, Ext. 115-6044

National Secretaries Association: Thurs., Sept. 20, Polish Independent Club, Riverhead, 6:30 p.m.; educational presentation: "Public Speaking;" guest speaker: Joseph T. McMahon; guests welcome. E. Gaias, Ext. 117-7397

Society of Logistics Engineers: Tues., Sept. 25, Antuns, Hicksville, 5:15 p.m., dinner and business meeting; guests welcome. A. Pinker, Ext. 8880

Society of Manufacturing Engineers: Mon., Sept. 17, Polytechnic Institute of N.Y., Farmingdale, 7:30 p.m., business demonstration and technical meeting; guests welcome. A. Pinker, Ext. 8880

Alcoholism seminars

"Alcoholism in the home and its effects on job performance" will be the title of the 1979/1980 Alcoholism Education Seminars.

The Long Island Council on Alcoholism's Associate Director Peter Sweisgood will be the principal speaker at the sessions to be held from 5 to 6:30 p.m. in the Plant 28 auditorium.

Sessions will be Sept. 12, 19, 26; Oct. 3, 17, 24, 31; Nov. 7, 28; Dec. 5, 19; Jan. 2, 9, 16, 23, 30; Feb. 6, 13, 20, 27; Mar. 5, 12, 19, 26; Apr. 2, 9, 16, 23.

Additional information is available from Tom Conley, Personnel Relations, Ext. 3521.

Picnics...Picnics...Picnics...

Norfolk

Great River (top)

Bethpage (bottom)

Opportunity Development

Scouts to Calverton

More than 2,000 Scouts, Scout leaders, new recruits to scouting, and parents are expected at Grumman's Calverton facility on Saturday, Sept. 29, to help launch the Long Island Scout Roundup for 1979.

At the day-long event hosted by Grumman and the U.S. Navy, representatives of Nassau and Suffolk county Cub packs, Scout troops, and Explorer posts will display their skills in live action-packed demonstrations and exhibits to acquaint potential scouts and their families with "Scouting: An Adventure into New Worlds."

In addition to viewing scout-related activities, those attending the recruiting rally will be treated to a first-hand look at several Grumman products, including the F-14 Tomcat, the U.S. Navy's supersonic fighter; the A-6E Intruder; and a full-scale model of the Lunar Module "Eagle," the space vehicle that carried the first U.S. astronauts to the surface of the moon.

The young scouts will also get to meet a former scout and former Apollo 13 astronaut, Fred Haise, now vice president for space programs.

All Nassau and Suffolk County Council packs, troops, and posts have been invited to participate in the event. For additional information on the 1979 Scout recruiting roundup, please call, in Nassau, 746-8282, and in Suffolk, 924-7000.

Back home again. *Dick Foote, antique aircraft enthusiast, is shown taxiing his Wildcat at Plant 4 recently. Foote accompanied by his wife flew the WWII fighter to Bethpage from Connecticut to meet with Grumman historian Herman Schonenberg. He has the Wildcat refitted to seat three passengers plus pilot. Grumman built 1,971 Wildcats before signing a licensing agreement with General Motors to pick up production while the Grumman line turned to Hellcats. Foote's aircraft was built by G.M.*

people

A Long Islander, and a Grummanite at that, has written the definitive history of West Virginia.

Redcoats, Redskins, and Red-Eyed Monsters, authored by E. Lee North, Proposal Operations, Plant 5, is "the best of the interpretive-historical books" about the Mountain State, according to the *West Virginia Hillbilly*.

Others in Appalachia were equally enthusiastic: "marvelous collection" said *The Wheeling News-Register*; "a great book" announced WVOW radio; "lively, absorbing text" commented *Wonderful West Virginia* magazine.

And it's in the Rockefeller library. "We shall long treasure it," West Virginia Governor Jay Rockefeller wrote to North.

The publisher is *A.S. Barnes and Co., Cranbury, N.J.*

Why West Virginia? North once lived there.

Chuck Sewell, Grumman's chief test pilot, has won this year's technical publications award from the Society of Experimental Test Pilots. The article, "Circulation Control Wing Flight Tests," appeared in a recent issue of COCKPIT, the society's magazine.

New posts

Among those who recently received changes in assignments were: BETHPAGE OPERATIONS — George Mancuso, foreman, Mechanical Structure and Proto, Pl. 2; CONFIGURATION/DATA MANAGEMENT DEPARTMENT — Joseph Mystkowski Jr., assistant manager, EA-6B Configuration/Data Management, Pl. 40; CORPORATE QUALITY AND SAFETY OPERATIONS — John Lombardi, deputy director, Quality Assurance, Pl. 35; DEPARTMENT OPERATIONS — Chester Chinn, project leader, Digital Engineering and Equipment Technology, E-2C; James Strohecker, engineering specialist, Electrical Engineering and Equipment Technology; Aaron Kellman, project leader, Trainer Systems Engineering and Equipment Technology, F-14; Walter Fruth, project leader, Digital Engineering and Equipment Technology, F-14, all from Pl. 1; George Graham, group head, Instructional Systems Development, Pl. 4; Ilmars Hofmanis, technical specialist, Systems Design Engineering and Equipment Technology; Joseph Wittko, technical specialist, Power Plant Systems; Paul Coco, project engineer, E-2C Tactics Trainer; Michael Ugenti, engineering specialist, Electrical Engineering and Equipment Technology, all from Pl. 5; Harold Lindwall, engineering specialist, Electrical Engineering and Equipment Technology, Pl. 7; Richard Wilson, technical advisor to the vice president of Engineering, Pl. 14; Terrence O'Grady, project engineer, F-14 Systems and Development; Edward Mulcahy Jr., project leader, F-14 Vehicle Analysis; Thomas Coker, project leader, F-14 Systems Analysis; Wibert Muller, project leader, F-14 Subsystems; Michael Kozak, project leader, E-2 Vehicle, all from Pl. 25; Victor Zourides, section head, Electrical Engineering and Equipment Technology; Robert Lyon, group head, System Design; Gary Bigel, group head, Reliability Engineering; Victor Bloom, assistant manager, ILS Electron-

(Continued on page 8)

Jaklitsch, Bird, Egan take GAA tennis titles

Over 370 Grumman tennis players participated in this year's GAA championship tourneys at Bethpage. While some familiar names in Grumman tennis once again dominated the men's "A" division playoffs, there were newcomers to the winner's circle in women's and men's "B" competition.

Veteran varsity player Bill Jaklitsch took the men's "A" division double crown. In the finals of singles play, Jaklitsch defeated varsity teammate Al Kirillin, 6-2, 6-2. A total of 37 men were entered.

Teaming with Gus Spyridon, the singles champ collected his second 1979 title by defeating last year's champs, Al Kirillin and Tom Guarino, 6-2, 7-6.

Out of 97 entrants in the men's "B" division, Larry Bird rose through the ranks to the finals. He dropped the first set to John Castle, 3-6, but rebounded to win the next two, 6-2, 6-4, and the singles title.

Double trouble

In the "B" doubles tourney, Al Andrus and Bob Kelly met Frank Perrazo and Wayne Reierson in the best-of-three finals. After dropping the first set, 2-6, the team of Andrus and Kelly swept the next two sets, 6-3, 7-5, to capture the doubles crown.

Newcomers to the center court, Lynn Egan and Pat Ogilvie met to decide the 1979 women's champion. Egan won two straight, 6-3, 6-3.

Nice recovery

But the season did not end in total loss for Ogilvie. She teamed with Joan Morris in the doubles tourney. They defeated Pauline Pearson and Penny Baldassare in the finals, 6-2, 6-3.

This year, over 35 couples entered the increasingly popular mixed doubles tournament. Dick and Molly Kline swept the final match against Philip and Bernice Goldberg, 6-3, 6-1, for the 1979 championship.

New assignments

(Continued from page 7)

ic/Electrical Engineering and Equipment Technology; Anne Kelly, group head, Document Processing Center; Richard Thomesen, group head, ILS Commodities Control, all from Pl. 35; Owen Pettit, project leader, Digital Engineering and Equipment Technology EF-111A; Herman Schenck, engineering manager, EF-111A Program; Frederick Kaufman Jr., ILS deputy program manager, EF-111A; Stanley Teich, technical specialist, Systems Design Engineering and Equipment Technology; Charles Kusche Jr., project engineer, Cammacorp; Alfred Cimino, project engineer, EA-6B Systems; Joseph Guttadauro, project engineer, Electronic/Electrical Engineering; Clement Burghard, engineering specialist, Digital Engineering and Equipment Technology, all from Pl. 40; Kurt Schroeder, project pilot, F-14 Weapons Systems, Pl. 88; James Baskerville, weapons systems project WSO, F-14, Pl. 88; GREAT RIVER OPERATIONS — Anthony Borg, deputy director, Business Planning; Walter Langendorf, assistant manager, Manufacturing Plans and Controls; John Rinde, manager, Commodity Representatives; Lou Sales, program manager, EA-6B Program; Edward Whalen, program manager, EBL Material; George McGinn, program manager, ATE Material; MANUFACTURING DEPARTMENT — Thomas Tatarian, project manager, Manufacturing and Materials Engineering, Pl. 5; PLANNING, CONTROL AND BUDGETS — Bruce Bernard, supervisor, Corporate Overhead Budgets; Raymond Duffy, operations specialist, Resource Integration and Analysis; Steve Lehmann, supervisor, Business Base and Resource Planning, all from Pl. 5; PROGRAM MANAGEMENT — Louis Popovich, program manager, EF-111A Program, Pl. 40; Samuel Ursini, deputy program director, Operations, EF-111A Program, Pl. 40; Thomas Street, deputy program director, Development, EF-111A Program, Pl. 40; SECURITY AND PERSONNEL SERVICES — Thomas Rozzi Jr., manager, Personnel Services for Calverton Operations.

Tops in tennis. *Winners of the 1979 GAA tennis tournaments at Bethpage gathered in Plant 5 recently to pick up their trophies. (Photo by Marie Trimborn)*

Van fans. *Grumman's first vanpool has been making the trip from Patchogue to Bethpage for about two months now, saving gas and money for its members. If you're interested in joining the program, call Stan Kallman of Field Administration on Ext. 7444.*

GRUMMAN plane news

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